

**61ST CONFERENCE OF
DIRECTORS GENERAL OF CIVIL AVIATION
ASIA AND PACIFIC REGION**

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AGENDA ITEM 7: AVIATION AND ENVIRONMENT

**CORSIA AND REGIONAL MARKET-BASED MEASURES:
PRESERVING GLOBAL HARMONIZATION**

(Presented by India)

SUMMARY

The 42nd ICAO Assembly reaffirmed the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA) as the only global market-based mechanism for international aviation emissions. The paper highlights risks posed by unilateral or regional schemes, which could fragment the global framework, create duplication, and impose disproportionate burdens on developing States. India emphasizes the need to safeguard CORSIA's integrity, maintain global harmonization, and strengthen ICAO's oversight to ensure fairness, predictability, and effective decarbonization of aviation.

CORSIA AND REGIONAL MARKET-BASED MEASURES: PRESERVING GLOBAL HARMONIZATION

1. INTRODUCTION

1.1 The 42nd Session of the ICAO Assembly (23 September – 3 October 2025) reaffirmed the collective commitment of 193 Member States to multilateralism and ICAO’s leadership in advancing global aviation environmental protection. The Assembly outcomes provided ICAO with a reinforced mandate to pursue its long-term aspirational goal (LTAG) of achieving net-zero carbon emissions from international aviation by 2050. A central achievement was the consensual adoption of Assembly Resolution A42-22, which underscored strong global support for the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA) as the sole global market-based measure (MBM) for international aviation emissions.

1.2 CORSIA was established to address the residual emissions gap required to achieve carbon-neutral growth from 2020, complementing in-sector measures such as new aircraft technologies, operational improvements, and the deployment of cleaner aviation energy. By design, CORSIA ensures that international aviation CO₂ emissions are mitigated in a fair, cost-effective, and globally harmonized manner.

1.3 It is therefore imperative to safeguard the exclusivity of CORSIA. Allowing duplicative State or regional MBMs risks creating a fragmented regulatory landscape, where emissions and associated financial obligations could be accounted for more than once. Such duplication undermines the efficiency of the scheme, increases compliance burdens, and erodes confidence in the global aviation carbon market. Preserving CORSIA’s integrity is critical to unlocking its full decarbonization potential and ensuring that international aviation contributes meaningfully to global climate goals.

2. DISCUSSION

2.1 India’s Perspective

India re-acknowledges CORSIA as the sole global Market-Based Measure (MBM) applying to CO₂ emissions from international aviation. The ICAO Council, at its 237th Session (March–April 2026), reiterated that CORSIA must remain the only global MBM to prevent a patchwork of duplicative State or regional measures, ensuring emissions are accounted for only once.

2.2 Risks of Regional Fragmentation

From India’s perspective, unilateral or regional approaches—such as the EU Emissions Trading System (EU ETS)—pose significant risks to the integrity of CORSIA. It is important to recall that CORSIA is not merely an offsetting and reduction mechanism. Under the overarching framework of Annex 16, Volume IV, it integrates a comprehensive architecture that includes:

- CORSIA Eligible Emission Units (CEEUs),
- CORSIA Eligible Fuel certification schemes, and
- Harmonized Monitoring, Reporting, and Verification (MRV) standards.

This integrated system, developed through a decade of painstaking negotiations, is designed to work in concert toward ICAO’s Long-Term Aspirational Goal (LTAG). Allowing unilateral action to fragment this framework would jeopardize not just one component, but the entire edifice, with disproportionate consequences for developing States and smaller economies that rely on stability and predictability.

2.3 **Importance of Global Harmonization**

- India underscores that only a globally harmonized and multilaterally agreed framework can provide the regulatory certainty and level playing field necessary for effective decarbonization of international aviation. CORSIA, as the outcome of a decade of negotiations and the collective political will of 193 ICAO Member States, embodies this principle. ICAO has been entrusted with the mandate to act as the central institution for developing and harmonizing civil aviation policies worldwide. It is therefore essential that national and regional authorities respect and uphold the collective decisions taken under ICAO's framework. The unified implementation of CORSIA, as prescribed in the Standards and Recommended Practices (SARPs) contained in Annex 16, Volume IV of the Chicago Convention, must be safeguarded to preserve its credibility and effectiveness.
- India emphasizes that collaborative efforts to strengthen and promote the implementation of CORSIA are paramount. Any attempt to undermine its integrity through unilateral or regional derogations risks fragmenting the global framework, diverting resources away from proven decarbonization pathways such as Sustainable Aviation Fuels (SAF) and carbon offsetting, and eroding investor confidence in long-term carbon market projects. Such fragmentation would not only weaken the efficiency of the scheme but also disproportionately impact developing States and smaller economies that rely on predictable, stable, and fair rules to participate effectively in global climate action.
- By maintaining harmonization under ICAO's leadership, Member States can ensure that international aviation contributes meaningfully to global climate goals, while preserving fairness, avoiding duplication, and enabling the sector to decarbonize at scale.

3. **ACTION BY THE CONFERENCE**

3.1 The Conference is invited to:

- a) reaffirm support for CORSIA as the sole global MBM for international aviation carbon emissions reduction;
- b) encourage Member States to avoid regional derogations that may undermine CORSIA's integrity and exclusivity;
- c) encourage States to support capacity-building and technical assistance for developing States to ensure equitable implementation; and
- d) recommend structured dialogue between ICAO and regional blocs to identify constructive pathways that preserve global harmonization.

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